

Claims:

1. A composite multilayer material, in particular for plain bearings or bushings, having a backing layer, a bearing metal layer (3) of a copper alloy or an aluminum alloy, a nickel intermediate layer (2) and an overlay (1), **wherein** the overlay (1) consists of approx. 0 - 20 wt.% copper and/or silver, the rest being tin, and the layer thickness of the nickel layer amounts to more than 4 μm .
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2. The composite multilayer material as claimed in claim 1, **wherein** the overlay (1) comprises at least approx. 0.5 - 20 wt.% copper and/or silver.
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3. The composite multilayer material as claimed in claim 1 or claim 2, **wherein** the overlay (1) consists of approx. 2 - 8 wt.% copper and/or silver, the rest being tin.
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4. The composite multilayer material as claimed in any one of claims 1 to 3, **wherein** the layer thickness of the overlay (1) amounts to approx. 5 - 25 μm .
- 25 5. The composite multilayer material as claimed in any one of claims 1 to 4, **wherein** the layer thickness of the overlay (1) amounts to approx. 6 - 14 μm .
6. The composite multilayer material as claimed in any one of claims 1 to 5, **wherein** the layer thickness of the nickel layer (2) amounts to approx. 4 - 6 μm .
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7. The composite multilayer material as claimed in any one of claims 1 to 6, **wherein** the bearing metal layer (3) consists of a copper-aluminum, copper-tin, copper-tin-lead, copper-zinc, copper-zinc-silicon, copper-zinc-aluminum, aluminum-zinc or copper-aluminum-iron alloy.
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8. The composite multilayer material as claimed in any one of claims 1 to 7, which has undergone an aging process and comprises an interdiffusion layer (4) of substantially tin and nickel between the nickel intermediate layer (2) and the overlay (1').
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9. Use of the composite multilayer material as claimed in claims 1 to 8 as a crankshaft main bearing.
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10. Use of the composite multilayer material as claimed in claims 1 to 8 as a connecting rod bearing, in particular in the large connecting rod eye.